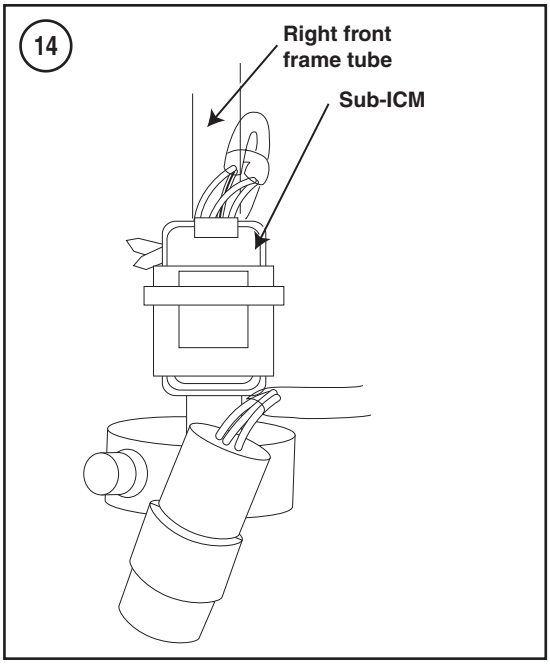
9. If the preceeding steps do not identify a faulty component, the ICM unit (**Figure 15**) is faulty and must be replaced.

NOTE

The ICM unit cannot be tested effectively using conventional equipment. Because ignition system problems are most often caused by an open or short circuit or poor wiring connections, replace the ICM only after determining that all other ignition system components are functioning properly. The ICM is expensive, and generally cannot be returned once purchased. Therefore, repeat the preceding tests to verify the condition of the ignition system before replacing the ICM.

10. Install all parts previously removed. Make sure all of the connections are free of corrosion and are reconnected properly.



LIGHTING SYSTEM

Faulty Bulbs

If the headlight or taillight bulb(s) continually burn out, check for one or more of the following conditions:

1. Incorrect bulb type. (See Chapter Nine for the correct replacement bulb types.)
2. Damaged battery.
3. Damaged rectifier/regulator.
4. Damaged ignition switch and/or light switch.

Headlight Operates Darker than Normal

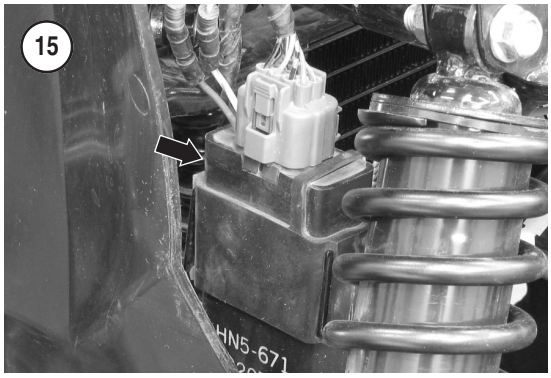
Check for one or more of the following conditions:

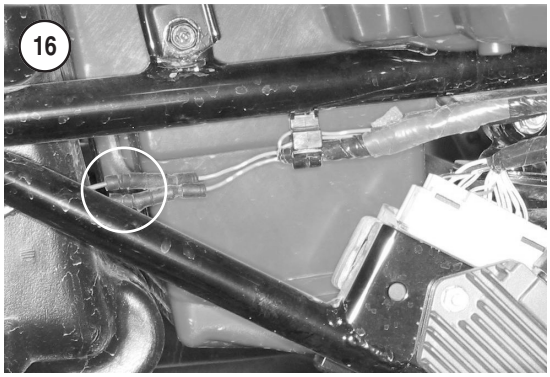
1. Incorrect bulb type. (See Chapter Nine for the correct replacement bulbs.)
2. Charging system problem.
3. Too many electric accessories added to the wiring harness. If one or more aftermarket electrical accessories have been connected to the wiring system, disconnect them one at a time and then start the engine and check the headlight operation. If this is the cause of the problem, contact the aftermarket manufacturer for more information.
4. Incorrect ground connection.
5. Poor main and/or light switch electrical contacts.

Headlight Inoperative

If the headlights do not come on, perform the following test.

1. Remove the headlight bulb (Chapter Nine).
   a. The headlight bulb has three terminals. Connect an ohmmeter between any two terminals. The reading should be zero ohms. Repeat the test between the remaining terminal and another terminal. The reading should be zero ohms. Replace the bulb if the ohmmeter indicates an open circuit between any two terminals.
   b. Connect an ohmmeter to one of the headlight socket terminals and to its mating electrical connector, then check for continuity. Repeat for the other wires and their terminals. Each reading should indicate continuity. If any reading does not meet specifications, replace the headlight socket if it cannot be repaired.
   c. If both sets of readings were correct, proceed to Step 2.
2. Check all of the light system connectors and wires for loose or damaged connections.
3. Check the main fuse as described in Chapter Nine.
4. Make sure the battery is fully charged. Refer to *Battery* in Chapter Three.
5. Switch a voltmeter to the 20 volt (DC) scale. In Step 6 and Step 7, connect the voltmeter leads to the wiring harness electrical connectors.





6. Connect the voltmeter positive lead to the headlight connector white lead and the voltmeter negative lead to the headlight connector green lead. Turn the ignition switch *on* and the dimmer switch to *low*. Note the voltmeter reading.

   a. If the voltmeter reads battery voltage, continue with Step 7.

   b. If the voltmeter does not read battery voltage; check the wiring harness from the ignition switch to the headlight socket for damage.

7. Turn the ignition switch *off*. Connect the voltmeter positive lead to the headlight connector blue/black lead and the voltmeter negative lead to the headlight connector green lead. Turn the ignition switch *on* and the dimmer switch to *high*. Note the voltmeter reading.

   a. If the voltmeter reads battery voltage, continue with Step 8.

   b. If the voltmeter does not read battery voltage, check the wiring harness from the ignition switch to the headlight socket for damage.

8. Turn the ignition switch *off* and disconnect the voltmeter leads.

Taillight Inoperative

If the taillight does not light, perform the following test.

1. Remove the taillight bulb (Chapter Nine) and disconnect the taillight socket connectors (**Figure 16**) from the wiring harness.
   a. Connect an ohmmeter to the bulb terminals. The reading should be zero ohms. Replace the bulb if the ohmmeter reads infinity.
   b. Connect an ohmmeter to a taillight socket terminal and to its mating electrical connector to check continuity. Repeat for the other wire. Each reading should be zero ohms. If any reading indicates an open circuit, replace the taillight socket if it cannot be repaired.
2. Check all of the light system connectors and wires for loose or damaged connections.
3. Check the main fuse as described in Chapter Nine.
4. Make sure the battery is fully charged. Refer to *Battery* in Chapter Three.
5. Switch a voltmeter to the 20-volt scale. In Step 3, connect the voltmeter leads to the taillight socket electrical connectors of the main wiring harness (**Figure 16**).
6. Connect the voltmeter positive lead to the taillight connector brown lead and the voltmeter negative lead to the taillight connector green lead. Turn the light switch to *on* and note the voltmeter reading.
   a. If the voltmeter reads battery voltage, continue with Step 7.
   b. If the voltmeter does not read battery voltage, check the wiring harness for damage.
7. Turn the light switch *off* and disconnect the voltmeter leads. If the voltmeter reads battery voltage in Step 4, the taillight wiring circuit is good.

COOLING SYSTEM

Air passing through the cylinder fins as well as air passing through the oil cooler cools the engine. At a preset temperature determined by the oil thermosensor, the cooling fan operates and draws air through the oil cooler. The oil thermosensor also triggers the oil temperature warning light.

Aside from possible leaks and damage to the oil cooler and oil lines, the oil cooler system is relatively troublefree. Refer to **Figure 17** for a troubleshooting chart that addresses the electrical components of the cooling system.